

Claims

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1. Moulding element for motor vehicle bodies comprising:
- a main section bar (2) of elongated conformation;
- attachment means (6) operatively associated to the main section bar (2) and destined to engage a corresponding securing area (5a) of a body (5) of a motor vehicle, said attachment means (6) including:
- a continuous support element (7) engaged to the main section bar (2), said support element (7) presenting a pre-set number of attachment seats (11) located at a pre-set mutual distance suitable for engagement with the corresponding projections carried by said securing area (5a); and
- a longitudinal seat (8) obtained on the main section bar (2) for receiving said continuous support element (7), the longitudinal seat (8) presenting in cross-section a longitudinal opening (10) to allow access to said attachment seats (11) and undercuts (12) acting in opposition on a corresponding bearing portion (13) of the continuous support element (7);
characterized in that said undercuts (12) of the main section bar (2) are capable of preventing extraction of the attachment means (6) through the longitudinal opening, said main section bar (2) and said continuous support element (7) not being made in resilient material.

2. Moulding element according to claim 1, characterized in that:
said longitudinal seat (8) is substantially corresponding to said continuous support element (7), the continuous support element (7) being inserted in the corresponding longitudinal seat (8); and in that
in a first operative condition of the moulding element (1), where the continuous support element (7) is separated from the body (5), the continuous support element (7)

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is exclusively and directly engaged only to the main section bar (2) and, in a second operative condition of the moulding element (1) where the moulding element (1) is fully assembled and mounted on the body (5), the continuous support element is directly and exclusively attached to the main section bar (2) and to the projections (9) carried by said securing area (5a); and in that
no means are associated to the continuous support element (7) for directly attaching the same to the body (5).

3. Moulding element according to claim 1, characterized in that said longitudinal seat

(8) presents, in cross section, a longitudinal opening (10) to allow an access to the attachment seats (11) of the continuous element (7), and at least an undercut (12), set to act in opposition on a corresponding bearing portion (13) of the continuous support element (7) to prevent the extraction of the attachment means (6) through said longitudinal opening.

4. Moulding element according to claim 3, characterized in that said longitudinal seat

(8) presents, in correspondence with at least one end, an insertion opening (8a) to receive said continuous support element.

5. Moulding element according to claim 1, characterized in that it comprises axial locking means (14) operatively interposed between said main section bar (2) and said attachment means (6). *?? 112*

6. Moulding element according to claim 1, characterized in that it comprises a finish coating (3) associated to an outer side (2a) of the main section bar, said finish coating (3) being preferably associated to the main section bar by means of injection

moulding.

7. Moulding element according to claim 1, characterized in that it comprises a flexible seal lip (4) extending longitudinally along substantially the entire development of the moulding element itself and presenting a base portion (4a) engaged on the main section bar.

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8. Moulding element according to claim 1, characterized in that said main section bar comprises a stiffening metal core.

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9. Moulding element according to claim 4, characterized in that the main section bar (2) presents a substantially "C" shaped cross section defining within its own interior the longitudinal seat (8), said seat comprising two undercuts (12), set to act in opposition on corresponding bearing portions (13) of the continuous support element (7) to prevent the extraction of the attachment means (6) through the longitudinal opening.

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10. Moulding element according to any one of the previous claims, characterized in that the continuous support element (7) presents a pre-set number of attachment seats (11) delimited at least in one side of the continuous element (7) destined to face the body, by a peripheral lip defining a closed line.

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11. Moulding element according to claim 10, characterized in that the peripheral lip delimiting the attachment seat (11) defines at least an area (11a) for the insertion of fastening projections (9) and at least an area (11b) for blocking the fastening projections (9) in an axial direction of motion of the moulding element away from the

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body, the fastening projections (9) of the body comprising a head and a connecting stem between the head and the body, said head presenting a radial dimension greater than the radial dimension of the stem.

5 12. Moulding element according to claim 11, characterized in that, in correspondence with the blocking area (11b), the peripheral lip presents a projecting portion (15) defining at least an undercut (16) set to act in opposition on a corresponding arrest portion of the head of the projection (9) to prevent separating motions between the moulding element (1) and the body (5) of the vehicle.

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15 13. Moulding element according to any one of the claims from 1 to 12, characterized in that the continuous support element (7) presents a pre-set number of attachment seats (11) each delimited at least in one side of the continuous element (7) destined to face the body, by a peripheral lip defining an open line connected to the subsequent and to the preceding seat.

20 14. Moulding element according to claim 13, characterized in that the peripheral lip delimiting the attachment seat (11) defines at least an area (11a) for the insertion of the fastening projections (9) and at least an area (11b) for blocking the fastening projections (9) in an axial direction of motion of the moulding element away from the body, the fastening projections (9) of the body comprising a head and a stem connecting the head and the body, said head presenting a radial dimension greater than the radial dimension of the stem.

25 15. Moulding element according to claims 13 and 14, characterized in that, in correspondence with the blocking area (11b), the peripheral lip presents a projecting

portion (15) defining at least an undercut (16) set to act in opposition on a corresponding arresting portion of the head of the projection (9) to prevent separating motions between the moulding element (1) and the body (5) of the vehicle.

5 16. Method for the manufacturing of a moulding element and for assembling the same to a motor vehicle body, said moulding element being preferably of the type disclosed in anyone of the preceding claims, the method comprising the following phases:

10 - realizing the main section bar (2) of elongated conformation and provided with the longitudinal seat (8);

15 - realizing the continuous support element (7) presenting a pre-set number of attachment seats (11) positioned at a pre-set mutual distance;

20 - engaging the continuous support element (7) to the main section bar (2) prior to associating the moulding element (1) to the body (5) of a motor vehicle; and

25 - axially fastening the main section bar (2) and the support element (7) prior to associating the moulding element (1) to the body (5) of a motor vehicle,
said engaging phase of the continuous support element (7) to the main section bar (2) being realized by sliding the continuous support element (7) through the longitudinal seat (8).